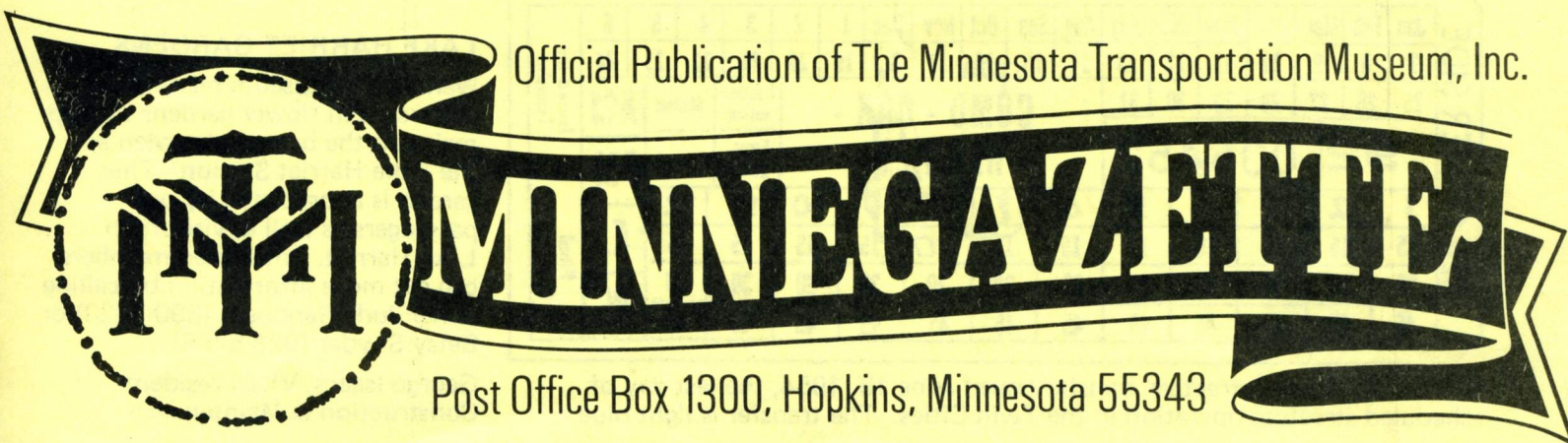


SILVER ANNIVERSARY SPECIAL

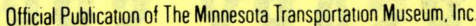


STREETCAR DAY - JUNE 17, 1979

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Como-Oak-Harriet streetcar transfer issued June 18, 1954, the last day of scheduled streetcar operation in the Twin Cities. The transfer is light blue.

"STREETCAR DAY" IN MINNEAPOLIS & ST. PAUL

Memories of streetcar days on the old Como-Harriet streetcar line were heard on Sunday, June 17 at Lake Harriet. The passing of streetcars from the local scene on June 18, 1954 was recalled in a special Silver Anniversary program at the 42nd Street Station on the restored Como-Harriet line.

In honor of the event, Mayor Albert J. Hofstede proclaimed Sunday, June 17, 1979 as "STREETCAR DAY" in Minneapolis not only as a reminder that the streetcar has been gone for 25 years, but that the good times of the past in Minneapolis are still with us today. Mayor George Latimer also proclaimed the same day as "STREETCAR DAY" in St. Paul as the St. Paul end of the Como-Harriet line used to run through Como Park.

Honored guests attending the noontime program at the 42nd Street Station included Russell Fridley, Director of the Minnesota Historical Society, Charles Spears, Superintendent of the Minneapolis Park and Recreation Board, and MTM member Goodrich Lowry, grandson of Thomas Lowry, the famous founder and President of Twin City Rapid Transit Co.



Governor Albert Quie and his wife, Gretchen, and their family made a surprise visit for a ride aboard No. 1300. The governor remarked about his younger days riding streetcars in the Twin Cities. They alighted the streetcar thoroughly impressed with our operation and the natural beauty of the neighborhood.

Our thanks to the large work crew of Saturday, June 16 who slaved during heavy thunderstorms to clean up No. 1300 and the right-of-way for the Silver Anniversary the next day. The line was beautiful. No. 1300 carried close to its 48-passenger capacity all afternoon, testimony that after 25 years - the streetcar is not gone or forgotten - it is still here - at Lake Harriet!



Bill Graham, President of MTM, introduced the guests to the audience, read the proclamations from the two mayors (above), and then briefly recapped 112 years of streetcar history in the Twin Cities from the formation of a horsecar company in 1867 to the MTM operation of the restored Como-Harriet line of today. In particular, Mr. Graham recalled the ingenuity and ability of TCRT to design and build over 1,200 of their own streetcars including No. 1300. He also noted two other streetcar 40th anniversaries this summer; Duluth streetcar service ended on July 8, 1939 and Anoka service ended on August 23, 1939.

The invited guests and their families were then given a commemorative ride down the line to Lake Calhoun over the realigned and rebalasted track in the Glen, completed earlier that week.

Channel 11 covered the event on their 5:00 pm news. Channels 4 and 5 had covered our Memorial Day reopening three weeks earlier. Mike Buck videotaped the event for the MTM archives.

All photos on this page by Loren Martin.



Goodrich Lowry (left) and Russell Fridley, Director of the Minnesota Historical Society.

"STREETCAR DAY" IN ST. PAUL

City of Saint Paul Proclamation

WHEREAS, 60 years of streetcar operation came to an end in the Twin Cities on June 18, 1954; and

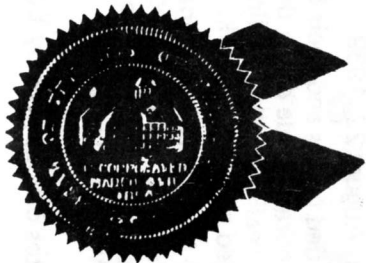
WHEREAS, several years ago a one-mile portion of the original right-of-way between Lakes Harriet and Calhoun was restored, thanks to the splendid cooperation between the Minneapolis Park Board and volunteers of the Minnesota Transportation Museum; and

WHEREAS, Car No. 1300, a 48-passenger streetcar built here in Saint Paul in 1908, was the sole survivor when all similar streetcars were scrapped, and today provides the only authentic streetcar service in the State of Minnesota, carrying over 50,000 passengers between the lakes each summer; and

WHEREAS, a gala silver anniversary commemoration of the passing of streetcars from the local scene will be held at the Lake Harriet site on Sunday, June 17, 1979,

NOW, THEREFORE, I, GEORGE LATIMER, MAYOR OF THE CITY OF SAINT PAUL, DO HEREBY PROCLAIM Sunday, June 17, 1979, to be

"STREETCAR DAY IN SAINT PAUL"



In Witness Whereof I have hereunto set my hand and caused the Seal of the City of Saint Paul to be affixed this Fifteenth Day of June in the Year of Our Lord Nineteen Hundred and Seventy-Nine.

George Latimer
GEORGE LATIMER
Mayor

"STREETCAR DAY" IN MINNEAPOLIS

Proclamation

WHEREAS, sixty (60) years of operating streetcars came to an end in 1954; and

WHEREAS, Streetcar Number 1300 was the sole survivor of the 1,000 scrapped, and is listed in the National Register of Historic Places; and

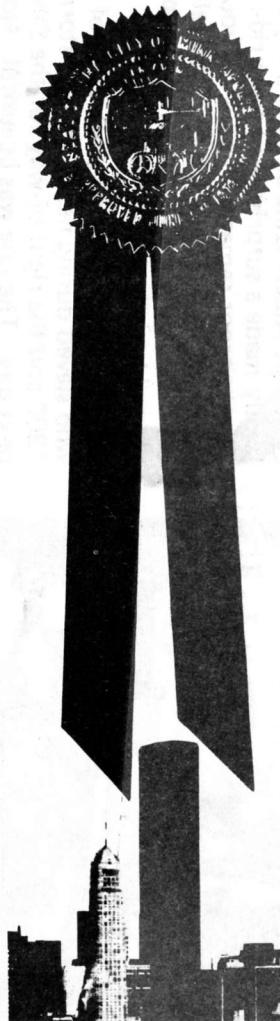
WHEREAS, commemoration of the passing of streetcars from the local scene will be celebrated with a special silver anniversary; and

WHEREAS, this only authentic and operating streetcar in the State of Minnesota carries over 50,000 passengers between Lake Calhoun and Lake Harriet each summer.

NOW, THEREFORE, I, Albert J. Hofstede, Mayor of the City of Minneapolis, do hereby proclaim Sunday, June 17, 1979, as

STREETCAR DAY

in the City of Minneapolis to serve as a reminder that some of the glorious days of the past still remain with us today.



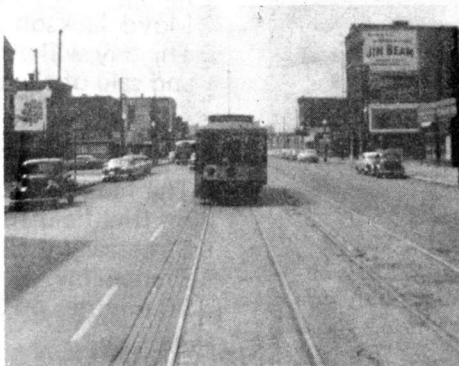
Albert J. Hofstede
Mayor of Minneapolis

These proclamations have been placed aboard Car No. 1300

On Saturday, June 19, 1954, the day after streetcar service ended in the Twin Cities, the Minnesota Railfans Association (pre-MTM) chartered two streetcars, Nos. 1300 and 1775, for a final all-day tour of the remaining electrified trackage of the Como-Harriet, Oak-Harriet, and Intercampus lines. The tour began and ended at East Mpls. Station with box lunches provided at Lake Harriet Station. Numerous photo stops were made. Known current MTM members on this final trip were: Ray Bensen, Sr., Jim Bertrand, Herb Bodlund, Gene Corbey, Bill Cordes, Corbin Kidder, Bob Macnie, Ray Norton, Wayne Olsen, Bill Olson, Fred Rhodes, and Bob Schumacher. Any others? The day went something like this



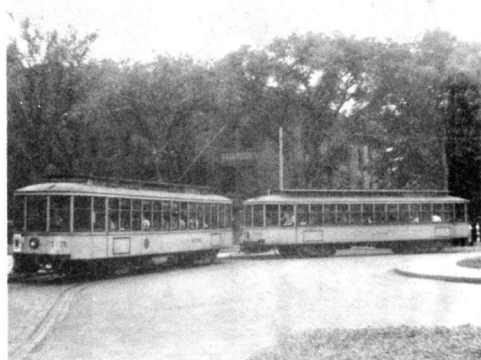
Cars 1775 and 1300 prepare to leave East Mpls. Station.



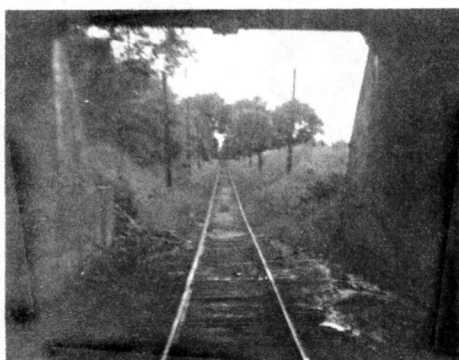
Eastbound on Washington Av. S. nearing Seven Corners (Cedar Av.).



Eastbound on Washington at U of M. IDS-less Mpls. skyline in background.



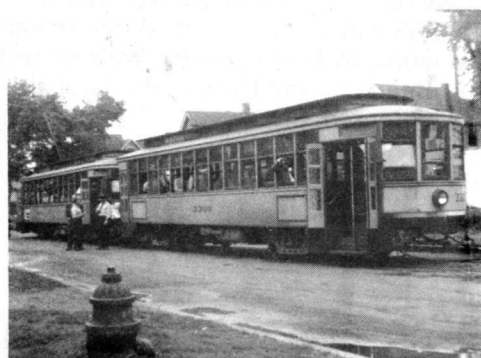
Intercampus loop at U of M - Minneapolis end.



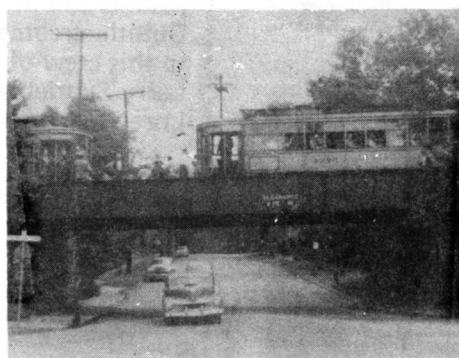
Single-track Intercampus line - under the Cleveland Av. bridge in St. Paul.



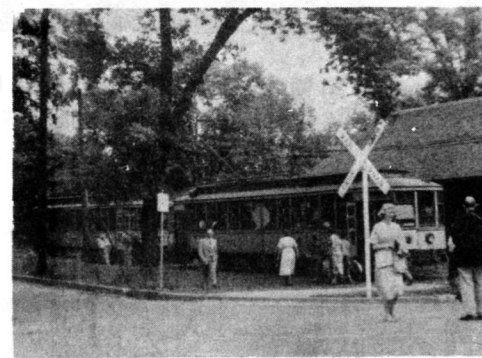
Intercampus loop at U of M - St. Paul end.



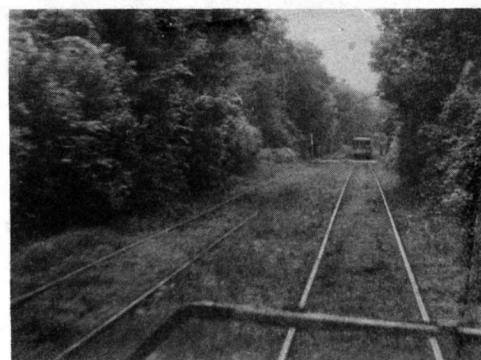
Squeezed onto a "wye" at the end of the line.



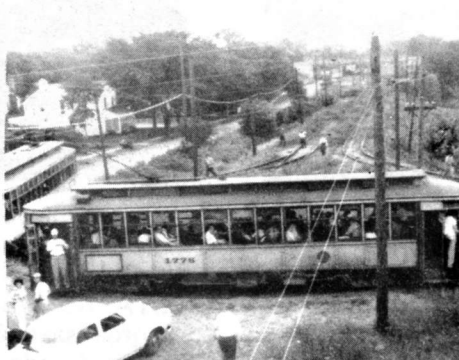
Southbound on viaduct over 36th St. next to Lake Calhoun.



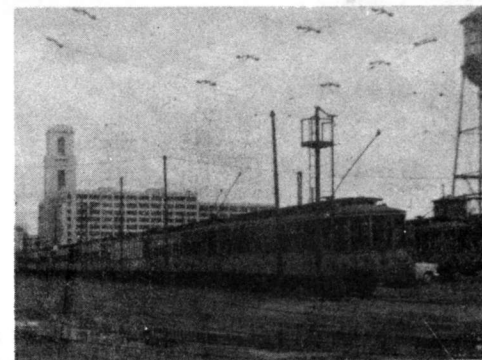
Lunchtime at Lake Harriet Station at 42nd St. and Queen Av. S.



Racing along the Como-Harriet double-track right-of-way.



The tight loop at Brookside Av. end of the Como-Harriet line.



Final look at Snelling Shops. (all photos by Fred Rhodes)



TRIPLE COMBINE WILL BE AT AQUATENNIAL

Triple Combine car No. 1102 will be on display behind the First Street Station Restaurant at 333 S. 1st St. on Sunday, July 29 at noon during the Minneapolis Aquatennial. We need hosts for the RPO section. Please call Lloyd Jackson (735-1453) or Bill Marshall (922-0767). The day will also feature handcar races, a disco dance, and sale of the new Railfans beer cans.

NEW MTC BUS STOP AT CHSL

The familiar red **T** bus stop signs were recently installed on Richfield Road on the north end of the Como-Harriet Streetcar Line. The route is No. 6, the Como-Xerxes-France line. Service is seven minutes on weekdays and 20 minutes on Sundays and Holidays.



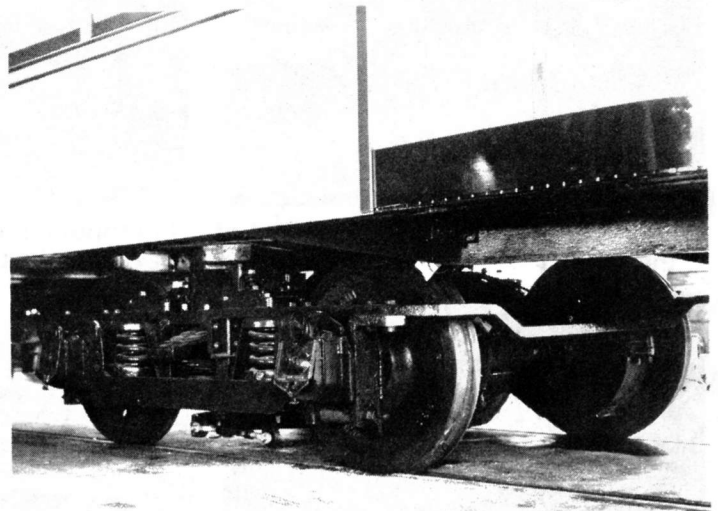
Installation of the new oak tongue-and-groove floor in Duluth streetcar No. 265 was completed in March thanks to this crew of MTM woodworkers (L to R); Walt Hotvet, Larry Schrieber, Bob Reineck, Neil Howes, Bill Graham, Loren Martin, and Ray Bensen, Sr.



Before: On Memorial Day weekend, MTM members dug out the dirt between the ties (above) to make ready for the crushed rock track bed.



After: Car 1300 tests the new track bed after the realignment and reballasting in mid-June.
(all photos in this column by George Isaacs)



"Builder's photo" of former Chicago Transit Authority (CTA) rear truck rebuilt into a TCRT-style truck by George Isaacs & Co. at the Como Shops and recently installed under Duluth streetcar No. 265.
(both photos in this column by Bob Renz)

CHSL CONSTRUCTION AND MAINTENANCE

Those members who have been at the Lake Harriet site lately should be pleased with what they see. The work crews (MTM slave labor) have cleaned up the property, repaired about 800 ft of track for realigning and reballasting, and realigned the overhead wire. The seats and much of the woodwork inside No. 1300 have been renovated. This has resulted in a museum site that we can all be proud of.

Railroad Services was contracted to realign, ballast, and resurface about 1,000 ft of track including 100 ft at the north end of the line. They did a superb job eliminating the bad S curve in the Glen and as a result, we do not have to cut our speed over this portion of the line.

This summer a crew of young people funded by the Comprehensive Employment Training Act (CETA) are working at the Lake Harriet site. Among their many tasks this summer are to build a loading platform and path to Richfield Road at the Lake Calhoun end of the line, finish the cribbing of trees, and other landscaping. They will be with us until the middle of August. If you are down there during the day, say hello and tell them what a nice job they are doing.

Look for the carbarn foundation to go in sometime in late August or early September, followed by construction of the steel structure later in September.

I wish to thank all MTM members who put their bodies on the line and got the work done.

George Isaacs, Vice President
Construction and Maintenance

CHSL RIDERSHIP UP IN 1979

Ridership on the Como-Harriet Streetcar Line through June 30 is up over 1,200 riders over the same period in 1978 thanks to the reopening of Lake Harriet Parkway after road construction last year and the return of the Lake Harriet concerts. May and June operations at both Lake Harriet and the Minnehaha Depot have been characterized by courteous, enthusiastic, and friendly operating crews. To you ladies and gentlemen, I say "Thank you!" Your efforts at making visitors welcome and comfortable, as well as providing as professional operations as possible have been amply reflected at both sites.

May - June ridership - 1979 and 1978:

	1979	1978
May	3557	3396
June	9751	8689
Totals*	13308	12085

* Includes charter passengers

A reminder to foremen:

1. Please, call your crews.
2. Maintenance reminds all crews to **cut power** half way up the grade southbound (reverse), **slowly** crest hill, and reapply power after trolley pole has entered under the William Berry bridge.
3. Disregard white tie on S curve northbound.

Mike Buck, Vice President, Operations

THE FIRST DAY

Note: MTM member Tom Rollo of Milwaukee, Wisconsin wrote us an account of his recollections of TCRT streetcars as seen through the eyes of a five year old living near the Como-Harriet streetcar line in the Linden Hills area of Minneapolis from 1951 to 1955 during the final years of streetcar service. Here is his story.

Time has passed since I last visited the Twin Cities, almost 25 years in fact since I last set foot in the great state of Minnesota. The memory of the brief period my family lived there, however, is as vivid to me today as perhaps what happened two days or two weeks ago.

In the summer of 1951 my father received a job offer from a new company that located him in Minneapolis, bringing about a move from Evanston, Illinois, the city of my birth. I have never met anyone since from the Chicago area that did not have at least a passive interest in mass transit be it rubber-tired or steel-wheeled, and at the tender age of five, I was no exception. Evanston is a city that is divided in two at length by "the great wall of traction". In those days everything was represented; wood, steel, open platforms and closed, articulations and non, brown & orange, maroon & silver, red & green, ACFs, Jewitts, Cincinnati's, and Pullmans. My curiosity was aroused.

All at once Evanston became history. It was late afternoon on that summer day. Standing on the platform atop part of the great wall at the Chicago & Northwestern, Davis Street station being seen off by passing North Shore Line locals, Chicago Transit Authority even more locals, the Northwestern locals behind steam, even a two-unit RDC train passed. Then finally our carriage; the flagship, The "400" train to Minneapolis. Our seats were on the Lake Michigan side of the train. This was very fortunate; it permitted me to watch the North Shore Line pass in review.

Later that evening I was awakened by the bustle of other passengers putting away their magazines and gathering their luggage. Weary-eyed, I looked out the window. Below me was the glimmer of the Mississippi, ahead the lights of a strange new city, dotted with the orange-red neons of the many downtown hotels, towered over by a spire-like building with a strange new name . . . FOSHAY.

Once inside the Great Northern station, it was the usual clogged aisles as everyone made their way onto the platform. Only now we were part of the exodus. My dad was there waiting for us. We walked up through the cavernous waiting room and out between the teeth-like pillars into our waiting car.

Off into the darkness we drove, tires singing in a high pitch along the block pavement. The shore of a lake appeared out of the darkness on the left. We turned into the driveway of our temporary home, something new called a motel. It was the Lakeland Motel.

Morning came very early. My father had some business calls to make. Mother and I went along to see this new city. There were so many strange new things to see here. Lots of lakes that you could see the other side of, a drug store on a street corner with a big parrot on the door, traffic lights at street intersections with bells, and oh yes,

above all else, the most delightful, majestic yellow streetcars one could ever hope to see. They seemed to be everywhere and go everywhere. One was behind another on the same street; the first going straight ahead, the next pausing briefly then turning into a side street disappearing from sight. My curiosity was intense. Where were they all going? Well, in the remaining three years of the life of this system, I stopped at nothing to find out.

The next morning we decided to stop at our new home. Our furniture had not arrived from Evanston yet. We drove around the west side of Lake Calhoun and into Sheridan Av. S., up several hills to 4039, a very substantial brick and stucco duplex. No sooner did the building come into view than a Gray Van Lines moving van came into sight from the other direction. Moving in day was here.

All of that commotion was too much for me. I asked if I could go outside and walk around for awhile. Mother agreed but made me promise not to go too far. Out the door I went to explore this new neighborhood.

I came to a street corner. I couldn't read words very well then, but I knew numbers pretty well. The street sign said W. 42nd St. As I crossed W. 42nd St., I could see another lake ahead of me. I didn't think it was the same one, since the other one, Lake Calhoun, didn't curve in this direction. Once across the street, the lake shore was in view.

What's this? A railroad crossing sign. A funny looking thing. It's too big and on the wrong side. There was a garland of three big black cables drooping over the crossing that didn't miss my eyes either. I was accustomed to seeing those along the "Great Wall". By the time I reached the bottom of the hill, I had decided that here indeed is where the streetcars run. Or was it?

In Chicago, streetcars always ran in the streets. The North Shore and the "L" ran off the street. But there was that spot in Wilmette on Greenleaf Av. where the North Shore ran in the street. Well, I guess if the North Shore can run in the street there, then it was ok for streetcars not to.

Such a big station for streetcars, lots of windows and a covered platform. I walked across the street at the bottom of the hill spellbound by this new find. Over under the roof were some branches. My dad and I used to go over to Isabella St. in Evanston to watch "L's" and North Shore trains so I guess it would be all right if I crossed the tracks and sat on a bench for awhile.

I ran across the tracks, ankles wobbling as my feet struck the uneven blocks that surrounded the rails in the crossing. I walked up to the door that led inside and looked through the screen. Inside were two refrigerated food coolers, more benches and behind the coolers was a very slender, older looking lady wearing a floral dress. I opened the door and went inside. The lady looked at me and asked if I wanted something. I said "no" and went outside and sat on a bench.

No sooner had I positioned myself on one of the benches then a very strange ghostlike whining sound was coming from overhead. To my left from around a very gradual curve appeared one of those great yellow streetcars. It came to a stop at the crossing. Then, with a gasp of air

from the brakes and a groan, it proceeded through the crossing coming to a stop directly in front of me. The tall doors opened wide, turning slightly away from the entrance making the opening look a bit wider than it really was.

A man wearing a gray hat got off. The motorman looked down the steps of the car at me. I didn't move a muscle. Being this close to one of these great yellow streetcars is a frightening experience. I had been this close to elevated trains before but probably due to the high platforms they didn't seem quite so big. On its front was a large cowcatcher that looked somewhat like a minnow scoop. The word 'pilot' didn't enter my vocabulary until much later.

From the side, the car had a very noble look to it. Such tall windows, bigger than any I'd seen on a trolley before. The front looked like a person of great pride and confidence. The tall doors slid shut and with a groan the car began to move forward. As it gathered speed, I was amused by the holes in the wheels going around and around. The motion reminded me of the propeller-like device inside the glass bubble on a gas pump. Away it went disappearing into the trees in the distance. The man who got off walked to the end of the platform. He had something in his hand and he threw it to the ground. It appeared to be a crumpled up blue piece of paper.

My attention was caught by the arrival of another streetcar from the other direction. This one came to a stop also. Nobody got on or off. Then it started through the crossing gradually turning out of sight. I noticed something very strange at this point. There were stop signs there, facing into the streetcar tracks. I later found out from Mrs. Shipman (my nanny) why that was. She was a wonderful person; always interested in what I liked to do. She had many stories to tell about that unusual streetcar line having spent her entire life in southwest Minneapolis. By now I was a bit worried that I had been away too long.

I slid off the bench and walked along under the roof of that handsome station. When I came to the street, the blue slip of paper that man in the gray hat threw away was there. I picked it up and unfolded it. It looked like a transfer or stopover or something. There was a big red number "51" in the middle of it. I put it in my pocket and started home, up the steep hill.

When I arrived home, the moving van had been completely unloaded. Upstairs there was a frenzy of activity; boxes, furniture, and carpets strewn all over. With all this activity my parents were unaware of how long I had been gone. We stayed in the Lakeland Motel one more night. Enroute back we stopped for dinner in the coffee shop in the Calhoun Beach Hotel. I pulled the blue transfer out of my pocket and showed it to my parents. I asked what it said in the middle through the red numbers. Mom looked at it and said, "Como and Oak Harriet." Well, I now knew the route name of that streetcar line, next to the beautiful lake with that handsome station, that I found that first day at our new home in Minneapolis. Both mom and dad promised we would go on a ride soon. Less than a week later we did and that was the first of many to follow. (To be continued)



MINNESOTA STREETCAR MUSEUM

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August 2021

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